

ROUND 11 CAPITAL PROJECT NOMINATION FORM
LAKE TAHOE FEDERAL SHARE EIP CAPITAL PROJECTS
APPENDIX K

Project Name:	Basin Wide Transportation	EIP Number: (Required)	839
Federal Agency Sponsor: (Required)	USFS, LTBMU	Contact:	Anjanette Hoefer
Threshold:	Air Quality/Transportation	Phone Number:	(530)543-2822
Threshold Standard:	AQ-3,AQ-4,AQ-7	Email:	ahoefer@fs.fed.us
FUNDING REQUESTED IN THIS ROUND:		\$ 300,000	

Federal Share EIP Consideration

Select "yes" or "no" for each question. If you have a "yes" response, briefly describe. **Projects must meet one or more of these 5 items.**

- 1. Does the project involve federal land?**

Yes No

If yes, is the federal land involved important to successful implementation of the project?

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Yes, Federal lands will be utilized for transit stops. These transit stops will provide access to Forest Service developed recreation sites, hiking, and mountain biking trails along the South, West and East Shores of Lake Tahoe. U.S. Forest Service sites that will be served include: Pope Beach, Camp Richardson Resort, Kiva Beach, Tallac Historic Site, Baldwin Beach, Taylor Creek Visitor Center, Eagle Falls Trail Head, Inspiration Point, Meeks Bay Campground, Meeks Bay Resort, Kaspian Day Use area, Blackwood Canyon, William Kent Campground, 64 Areas/Tahoe City, various access points to the Tahoe Rim Trail, and recreation areas on the East shore.

- 2. Is this project identified in the EIP? If yes, please ensure the EIP number is identified in the above project information box. If no, provide a description of the projects contribution to the EIP program.**

Yes No

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- 3. Does the project involve the conservation of a federal or regional threatened, rare, endangered, or special interest species?**

Yes No

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- 4. Does the project involve an identified federal interest such as the detection and eradication of non-native invasive species (aquatic or terrestrial)? If yes, identify the species?**

Yes No

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- 5. Does the project contribute to supporting implementation of capital projects in the EIP? Such projects that fulfill this function would include technical assistance, data management, and/or resource inventories?**

Yes No

☐ ☒

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Check all Capital Focus Area(s) that apply:

- ☐ 1. **Watershed and Habitat Improvement**
- ☐ 2. **Forest Health**
- ☒ 3. **Air Quality and Transportation**
- ☐ 4. **Recreation and Scenic**

Check all that apply (must meet a minimum of one category):

- ☐ 1. **Continued emphasis on forest ecosystem health/fuels reduction projects considering the LTBMU Stewardship Fireshed Assessment and Lake Tahoe Basin Multi-Jurisdictional Fuels Reduction and Wildfire Prevention Strategy.**
- ☒ 2. **Continued implementation of projects approved in Rounds 5 through 10 which implement the EIP. Project proposal should clearly describe the phase/product being produced along with the consequence of not completing the project phase proposed for Round 10.**

List Rounds and funding:

Round 5: \$250,000

Round 6: \$300,000

Round 7: \$339,000

Round 9: \$270,000

Consequence of not completing Round 11 are: the loss of transit services to multiple Forest Service recreation sites and loss of the transit links between existing public transit services(BlueGo and TART) on the South and North Shores of Lake Tahoe.

- ☒ 3. **Project is consistent with and contributes toward TMDL pollutant reductions within the four source categories (atmospheric, urban & groundwater, forested uplands, and stream channel). *NOTE: If “yes”, then please respond to questions in the accomplishments section of the nomination proposal.***
- ☐ 4. **Control of aquatic invasive species and prevention and/or detection of new aquatic invasive species.**

Project Nomination Proposal Outline

Project Summary (a brief summary which clearly describes the proposed project –maximum 200 words)

- Summarize ONLY this Round 11 project.

The Basin Wide Transportation project will continue the already successful West Shore Transit system and implement a seasonal service on Lake Tahoe's scenic east shore, focused along Highway 28 between Spooner Summit and Incline Village.

Project Description

Introduction

- Provide project background which explains the situation and state the problem and how it will be addressed.

***Note:** Focus needs to be the project in Round 11 not a history of an ongoing project or program.*

Traffic congestion and the resulting pollution are a significant concern in the Lake Tahoe Basin. Airborne particulate matter has become a significant concern because of the negative effects on human and ecosystem health and visibility. Mobile sources of air pollution, mainly motor vehicles, are among the most significant sources of pollution and greenhouse gases in the Tahoe Basin.

Currently, the Tahoe Region is served primarily by two publicly operated transit systems that operate on the South shore and North shore of Lake Tahoe. Past SMPLMA funding has been used to link these two systems with a summer West shore transit system. This Round 11 project will continue to make feasible the provision of summer seasonal transit to Forest Service and other recreation sites on the South and West shores of Lake Tahoe and create a new service on the East Shore, where currently none exists. Providing transit along the shore of Lake Tahoe will reduce the erosion created by the existing shoulder parking, provide an alternative to personal vehicle use, and result in a reduction in vehicle miles traveled.

- Describe what Round 11 is specifically funding; list the number of years the requested funding will cover; briefly describe how this project links into previous and future projects, and identify other round funding.

***NOTE:** Focus should be on finishing current/phased projects. If project is new in Round 11, clearly identify if the project is for planning or implementation and how it will be completed with Round 11 funds. Identify if Round 12 or other funds will be needed to complete the project. Please identify total non-SNPLMA funds that are being contributed/dedicated to the proposed Round 11 project and the source of those funds.*

Funding for the Basin Wide Transportation proposal will continue to fund the West Shore Transit program and implement a new seasonal summer service on the East Shore of Lake Tahoe. Funding request for Round 11 will cover the summer of 2011. There is currently no other funding source available for this proposal other than ridership fares. The West Shore Transit service has provided a critical link between the South and North shores of Lake Tahoe (Note: this service does include ridership fares and is supplemented by SNPLMA funding). West shore transit has provided a transit link that has been identified by the Tahoe Regional Planning Agency and the Tahoe Metropolitan Planning Organization as a transportation gap in the Regional goals for the Basin to provide transit service to the entire Lake Tahoe Basin. The West Shore service has shown a steady increase in ridership until this last summer when ridership fell which is contributed to the economic downturn in the economy.

Implementation of a new transit service on the East shore of Lake Tahoe will also provide a transit link to the existing transportation on the North shore while connecting a heavily used recreation corridor of Nevada State lands and Forest Service lands. The funding allows for reduced ridership fares, increases services to Forest Service recreation sites, provides route links between North and South shore and provides marketing of the services.

Funding for the West Shore Transit project started in Round 5 as a demonstration project to establish a reliable transportation system to Forest Service recreation sites. Concurrently, the Tahoe Metropolitan Planning Organization (MPO) worked to secure transit operation funding through the reauthorization of the Transportation Bill (Map-2010) These efforts are ongoing.

It is anticipated that SNPLMA funding requests will be required for Round 12 while the Tahoe MPO continues efforts to secure long-term reliable funding. The anticipated Round 12 request would be similar to this request.

- Describe the “readiness” of this project to move forward (urgency, capacity, capability, environmental documentation, interagency agreements, etc)

Project is ready to move forward in Spring of 2010. No NEPA is required.

- Describe partnerships for this project. (if applicable, project should identify committed/secured partner funding and/or other partner contributions (describe) and how it is integrated into the project)

Partnerships include the Tahoe Regional Planning Agency, the South Shore Transportation Management Association (TMA), and the Truckee North Tahoe TMA, all of which have written letters of support. The Tahoe Transportation District (TTD), whose Board of Directors voted to support this proposal at their October 9, 2009 meeting, is also an important partner. The Forest Service will work with all of these partners in implementing this project.

Note: The form requests information about project goals, objectives, accomplishments, and questions the program is designed to answer across several different sections. These issues are closely linked and your individual responses should provide a cohesive description.

Goal – Purpose and Need (“larger” statement of future expected outcome – usually not measurable)

1. To discourage use of personal vehicles and encourage the use of mass transit.
2. To reduce Vehicle Miles Traveled (VMT’s).
3. To reduce air and water quality impacts.
4. To connect existing public transportation systems at the North, South, East and West Shores of Lake Tahoe.

Objectives (specific measurable statements of action which when completed will move towards achieving the goal)

Note: Objectives will form the basis for the milestones/deliverables to be identified in Appendix B-8

- Describe how fulfilling objectives will contribute to the achievement of one or more environmental thresholds (air quality, water quality, soil conservation, vegetation, fisheries, wildlife, scenic, noise, recreation). Provide measures if applicable. For example: acres treated, miles of stream restored for each objective.

Identifiable project objectives are: (1) increase ridership over previous years on the West Shore System which has shown a steady increase except for the 2009 season that decreased due to the unforeseen economic downturn in the economy, (2) establish a reliable public transit service on the East shore of Lake Tahoe.

- Describe the estimated environmental risks from unintended consequences of the proposed project (if applicable). **NA**

Accomplishments

- Describe the anticipated project accomplishments (i.e. products or identifiable environmental benefits being produced or implemented under this project)

Note: Differentiate between direct and/or primary project effects and secondary and/or overall watershed effects.

Anticipated project accomplishments include: reduced visitor automobile usage, reduced roadside erosion and safety hazards caused by vehicles parking on the shoulder of the road.

- Describe how the project results/accomplishments will be communicated and made available to the public.

Ridership numbers will be presented monthly at the TTD, South Shore TMA, and the Truckee North Tahoe TMA.

- If you checked “yes” for the project being consistent with and contributes to TMDL pollutant reductions please consider and integrate the following in the project description:

a) Describe whether, and how, the project demonstrates advanced, alternative, or innovative practices.

b) If project includes project level monitoring, describe ability of proposed monitoring strategy to contribute to the state of TMDL knowledge. Also describe if purpose of the capital project is to conduct data collection and/or analysis related to Lake Tahoe clarity.

c) Describe treatment approach for reducing pollutants and/or measures to address connectivity between pollutant sources and Lake Tahoe or its tributaries. Identify target pollutants, and, to the degree feasible, provide quantitative estimates of project effectiveness at reducing pollutant loads (and/or a commitment to provide post-project estimates).

d) If appropriate, describe whether, and how, the project can be combined or coordinated with other TMDL implementation projects.

Monitoring

- Describe the project monitoring that will be implemented as part of this project including:

- List the questions the monitoring program is designed to answer.

How many riders are using the system? Was the system reliable (on schedule)?

- Describe any coordination with, or input from, the science community on monitoring and adaptive management that has occurred on the development of this nomination and what changes (if any) to the project were made as a result of this input.

None at this time. Data will be available as requested.

- Describe the methods and strategies (i.e. monitoring, research, or both) that will be used to verify whether the project goals and objectives have been met? (*Note: A detailed monitoring plan and/or research plan is not required, however, enough detail must be provided to allow someone that is unfamiliar with the project to understand and evaluate the proposed methods and strategies.*)

The methods and strategies used to verify whether the project goals and objectives have been met will be to collect ridership numbers by bus stop and time. Maintenance and schedule records will be used to establish the reliability of the service.

- Describe whether the monitoring or research associated with this project fits into or is part of a larger monitoring or research program.

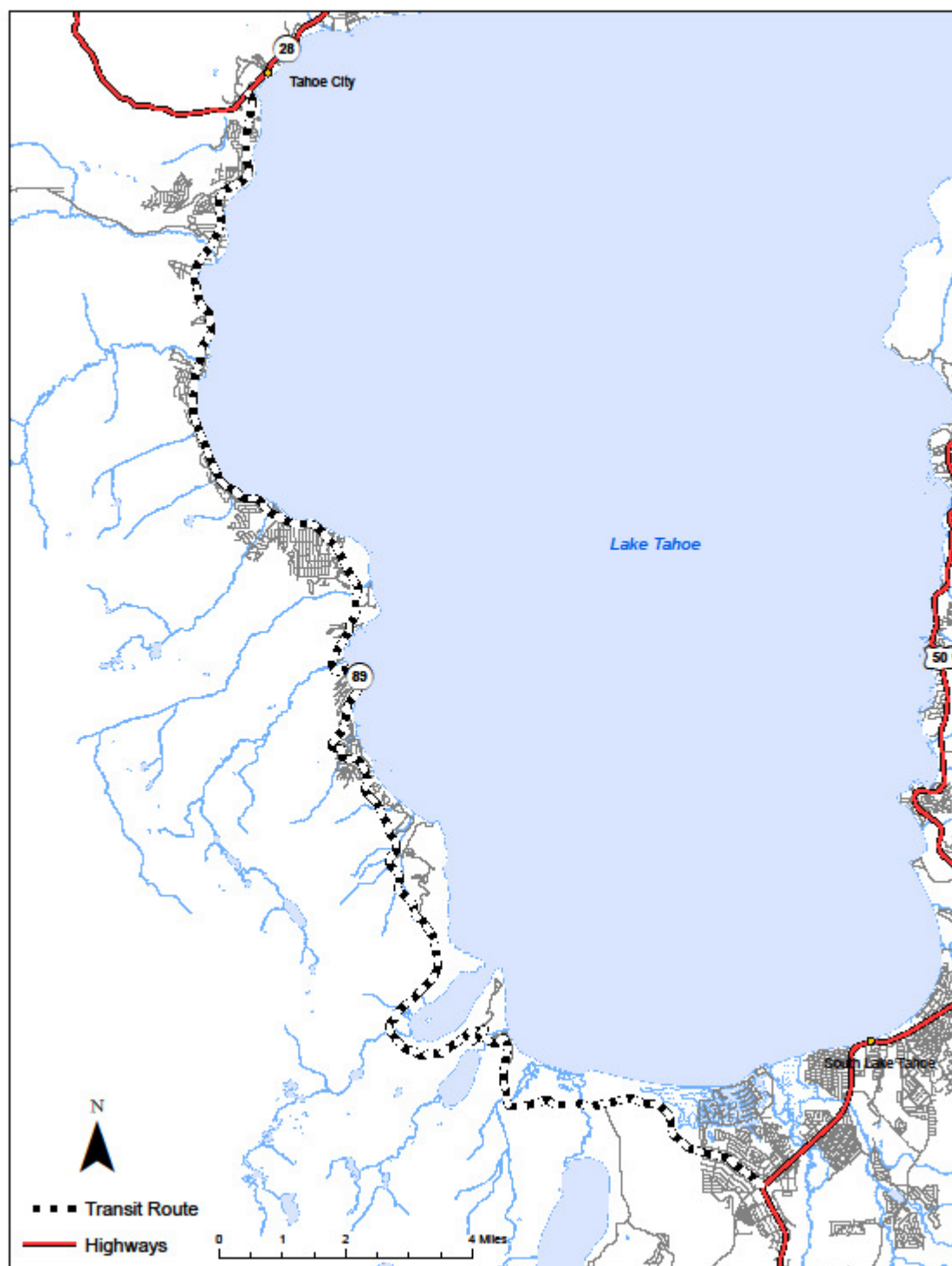
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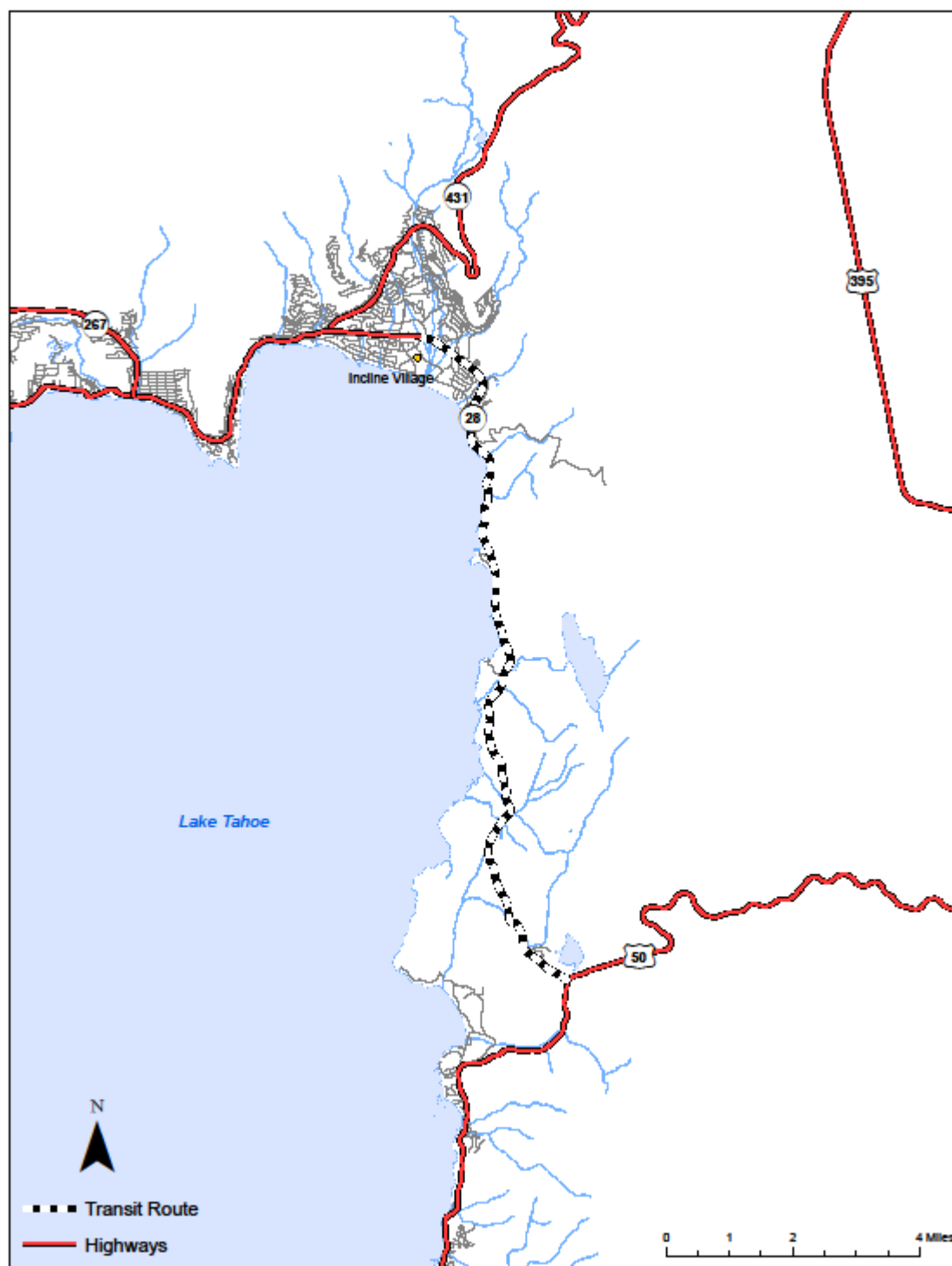
- Describe how information from the monitoring and/or research will be used to improve the continued performance of the proposed project or future similar projects.

The information will show viability (ridership numbers vs. days of the week and month of the year) of the system in future years and will be useful in determining if routes need to be reconfigured.

Attachments

- If applicable, include 8 ½ X 11 map depicting the project





Appendix B-8

LAKE TAHOE RESTORATION PROJECTS ESTIMATED NECESSARY EXPENSES & KEY MILESTONE DATES

Project Name:	Basin Wide Transportaton	Agency:	USFS - LTBMU
Prepared by:	Anjanette Hoefer	Phone:	530-543-2822
SNPLMA Project #:		EIP #:	839

Identify estimated costs of eligible reimbursement expenses:

1. Planning, Environmental Assessment and Research Costs (specialist surveys, reports, monitoring, data collection, analysis, NEPA, etc.)	\$ _____	_____ %
2. FWS Consultation – Endangered Species Act	\$ _____	_____ %
3. Direct Labor (Payroll) to Perform the Project	\$ _____	_____ %
4. Project Equipment (tools, software, specialized equipment, etc.)	\$ _____	_____ %
5. Travel (including per diem where official travel status required to carry out project, such as serve as COR, experts to review reports, etc.)	\$ _____	_____ %
6. Official Vehicle Use (pro rata cost for use of Official Vehicles when required to carry out project)	\$ _____	_____ %
7. Cost of Contracts, Grants and/or Agreements to Perform the Project	\$ 260,000	87 %
8. Other Direct and Contracted Labor: Agency payroll for the Contracting Officer to do project procurement, COR, Project Inspector, Sec. 106 Consultation if required, NEPA Lead, Project Manager, Project Supervisor, and subject experts to review contracted surveys, designs/drawings, plans, reports, etc.; Also covered is the cost to contract for a Project Manager and/or Project Supervisor if contracted separately from other project contracts)	\$ 4,000	1 %
9. Other Necessary Expenses (see Appendix B-9)	\$ 36,000	12 %
TOTAL:	\$ 300,000	100 %

Estimated Key Milestone Dates:

Milestones/Deliverables:	Date:
Grant Coordination	Feb. 2011
Award Grant	4/1/2011
Monitor Grant	April 2011 to 2013
Close out Grant	Dec 2013
SNPLMA Close out	5/1/2013
Final Completion Date:	

COMMENTS: